

RAILROAD SCHEDULE.

B. & T. C. R. R.	
Grand Central Depot	
Leaves	Arrives
No. 1..... 10:00 a.m.	7:35 p.m.
No. 2..... 10:00 a.m.	8:00 a.m.
No. 3..... 5:00 p.m.	10:00 a.m.
T. & N. O. R.	
Houston and New Orleans Trains.	
Leave.....	Arrive.....
No. 6..... 4:25 a.m.	Arrive No. 1..... 10:00 a.m.
No. 3..... 8:20 p.m.	Arrive No. 2..... 9:00 a.m.
No. 10..... 6:45 p.m.	Arrive No. 3..... 10:30 a.m.
Leave..... 10:00 a.m. Arrives at 10:30 a.m. between the two cities only, and will carry through cars for Dallas and Denison, going from Houston via the Central.	
G. H. & S. A. Ry.	
Grand Central Depot	
California Trains.	
Leave..... 11:15 a.m. Arrive..... 4:00 p.m.	
San Antonio Trains.	
Leave..... 9:45 a.m. Arrive..... 3:00 p.m.	
G. H. & N. R.	
Grand Central Depot	
For Galveston and La Porte.	
Leave..... 9:45 a.m. Arrive..... 8:00 a.m.	
*Leave No. 1..... 8:00 a.m. Arrive No. 2..... 9:00 a.m.	
Leave No. 2..... 1:50 p.m. Arrive No. 3..... 3:30 p.m.	
Leave No. 3..... 6:00 p.m. Arrive No. 4..... 10:15 p.m.	
Leave Nos. 2 and 3 daily, except Sunday.	
N. Y. T. & M. R.	
Leave..... 9:55 a.m. Arrive..... 3:35 p.m.	
S. A. & A. P. Ry.	
Grand Central Depot	
Leave..... 9:35 a.m. Arrive..... 6:25 p.m.	
G. C. & N. F. R.	
Grand Central Depot	
Main Lines.	
Leave..... 7:00 a.m. Arrive..... 8:55 a.m.	
Leave..... 7:45 a.m. Arrive..... 9:20 p.m.	
Galveston Trains.	
Leave..... 7:00 a.m. Arrive..... 3:30 p.m.	
Leave..... 7:45 p.m. Arrive..... 7:45 p.m.	
Additional Sunday Special.	
Leave..... 7:00 a.m. Arrive..... 8:45 a.m.	
Leave..... 1:50 p.m. Arrive..... 9:20 p.m.	
Seaside Special arrives 11:30 p.m.	
All these trains leave the Santa Fe Congress Ave. Depot 10 minutes later than the above.	
H. E. & W. T. R. R.	
Fifth Ward.	
Leave 7:00 a.m. Express Train. Arrive 10:00 p.m.	
Grand Central Depot.	
Leave 8:05 p.m. Arrive 9:02 a.m.	
Shreveport, Kansas City and Cincinnati.	
M. K. & T. Depot, Fifth Ward.	
Leave 9:05 a.m. Arrive 9:30 a.m.	
Leave 2:05 p.m. Arrive 8:50 p.m.	
For Galveston Trains see G. H. & H.	
L. & N. R. R.	
Depot Post of Congress Avenue.	
Fast Tr. to St. Louis and Chicago.	
Leave 3:30 p.m. Arrive 4:10 a.m.	
Leave 6:15 a.m. Arrive 7:15 p.m.	
Columbus and Velasco Trains.	
Leave 8:00 a.m. Arrive 4:45 p.m.	
Daily Except Sunday.	
Leave 9:00 a.m. Arrive 4:45 p.m.	
G. H. & H. R. R.	
Depot Post of Congress Avenue.	
Galveston Trains.	
Leave 7:00 a.m. Sundays.	
Leave 6:00 a.m. week days.... Arrive 3:50 a.m.	
Leave 9:55 a.m. Arrive 10:25 a.m.	
Leave 3:25 p.m. Arrive 4:45 p.m.	
Leave 4:55 p.m. Arrive 6:45 p.m.	
NOTE—Trains leaving Houston at 8 a.m. and arriving at Houston at 8 a.m. and 4:30 p.m. also run into Grand Central depot, departing 10 minutes earlier and arriving 10 minutes later than time given above.	
All trains arrive and depart from the Grand Central depot except the Missouri, Kansas & Texas train, which has its depot in the First Ward, the International and Great Northern, which use the International and Great Northern depots on Congress Avenue, and the Houston East and West Texas morning train which leaves from and arrives at the International and Great Northern. The Missouri, Kansas & Texas and Galveston Houston & Henderson train pass the International and Great Northern depot.	

HOTEL BRISTOL

HOUSTON, TEXAS.

American Plan, \$2 and \$2.50 Day

European Plan, Room, \$1.00 Day

Electric Light, Steam Heat, Passenger and Baggage Elevator, Call and Return Bell to all rooms. Newly and Fully Furnished. Everything Modern.

A. MALIN, Manager.

Formerly of Capital Hotel, Houston, Tex.

HOTEL LOGAN.

Formerly the Lawlor, opposite Grand Central Depot.

American Plan, \$2.50 Per Day

European Plan, \$1.00 and Up

Electric lights, passenger and baggage elevator, call and return bell in all rooms; recently renovated. First-class and everything modern.

MALIN & BROWDER, Mgrs.

HOTEL ARRIVALS.

The Lawlor.

Mrs. M. L. McMillen, Chattanooga, Tenn.; Mr. L. A. Anderson, Birmingham, Ala.; Mrs. C. O. Bagland and child, Toledo, Ohio; Mr. Clarke, C. O. Horton, Houston and Texas Central railroads; George W. Bonham, New Orleans; Mr. and Mrs. H. E. Beppert and children, Corpus Christi; Mr. and Mrs. New Orleans; William Register, Austin, W. G. Bristol, Dallas; A. W. Carr, Navasota; H. C. Clark, San Antonio; M. S. Michael, Alia; Miss McCoy, Miss Williams, Humble; Miss Ella Feder, Mrs. M. P. Miller, San Antonio; N. O. Long, Beaumont.

Ho! for Buffalo.

The Queen and Crescent is recognized as the best and quickest line to Buffalo, with regular express cars from New Orleans to Buffalo without change. Elegant Cafe Dining Cars, where you can have anything you want from coffee or canteen to a phonograph meal. Double Daily Train service both ways. Only 34 hours from New Orleans to Buffalo, passing through the spurs of the Cumberland Mountains and the beautiful Blue Grass region of Kentucky, presenting most attractive scenes to the passenger. Fly fast, fight, and so does the Train, and you will be surprised to hear the Porter shout "BY FEALO". For map, folders, schedules, rates, etc., please write to C. Andrews, R. W. P. Agent, Houston, Tex.

Negro Woman Badly Cut.

Lockhart, Texas, September 3.—A fierce fight occurred yesterday afternoon on the farm of Mr. Adam McMichael, near town between two colored women, in which Friends McMichael was badly cut and a Negro. The officers are out after the woman who handled her weapon so savagely.

Negro Severely Whipped.

Seguin, Texas, September 3.—A negro was severely whipped here last night for fouling a white lady.

COME BACK! COME BACK!

Stutterers are writing all over Texas for us to come back to India and be at the great fair, beginning September 25.

We have a large number of letters, which you read about in all the leading papers. Well, we have agreed to seven more days over there. We will, however, remain until October 1st.

Randolph & McCullough.

FINE NEW TRAIN SERVICE.

Regular Southern Pacific Passenger Trains Will Be Restored.

CHANGE TO BE MADE IN SIXTY DAYS

Orders Said to Have Come from Mr. Harriman Direct—Large Orders for Rolling Stock Placed.

and St. Peter railway, a line connecting the Great Western at McIntire and Winona. It is now reported that Mr. Stickney has bought the Bay and Western railroads, a line crossing Wisconsin from Green Bay to Winona.

J. J. Hill is believed to be the principal backer of the Chicago, Great Northern and Western, and according to his opinion it is nothing but an understanding exists between President Hill and President stickney for an ultimate alliance between the Great Northern and Great Western, and that the latter will ultimately be operated as a part of the J. J. Hill railway system.

The management of the office will include the designing, building and fitting up of mail cars and superintending the weighing of mail.

An expert in mail handling is required for the office, who has an intimate knowledge of the number of mail cars connected with the postal service, and various lines of railroad as well as being able to conduct negotiations with the government, and Mr. Threlfall has been selected because of his varied experience in the mail service.

A MOBILE AND OHIO CHANGE.

Mechanical Department of System Now Under Only Two Heads.

A special dispatch from Murphysboro, Ill., to the St. Louis Republic says:

An important change has been made in Mobile and Ohio railroad circles of this city. Master Mechanic A. B. Minion of the Murphysboro division, whose headquarters have been in this city, was given jurisdiction over the mechanical department of the road from East St. Louis to Okolona, Miss., with headquarters at dark-ton.

The mechanics of George Manual, master mechanic of the Jackson division, were dispensed with.

This change puts the mechanical department under two heads instead of three, as heretofore.

THE CONVENTION OVER A CROSSING.

Some of the Allegations Contained in Central Application for Injunction.

Last week Judge Charles E. Ashe of the Eleventh circuit court granted a temporary writ of injunction in the suit of the Houston and Texas Central Railroad company vs. the International and Great Northern Railroad company, making the writ removable in the Fifty-fifth circuit court on the first Tuesday in September.

The writ, which is addressed to L. B. Teves, general manager of the International and Great Northern Railroad company, is in part a duplicate of the petition of the plaintiff.

The petition alleges that the defendant is engaged in the construction of a line of railroad from Bryan, in Brazos county, to Springer, in Harris county.

The suit is to enjoin the defendant from obstructing the plaintiff's right of way.

The plaintiff contends that both of these crossings are in the same place, and at approximately the same points of the defendant's line, and that the work done by the defendant is encroaching upon the plaintiff's right of way.

The plaintiff further states that both of these crossings are in the same place, and at approximately the same points of the defendant's line, and that the work done by the defendant is encroaching upon the plaintiff's right of way.

The writ, which is addressed to L. B. Teves, general manager of the International and Great Northern Railroad company, is in part a duplicate of the petition of the plaintiff.

The petition alleges that the defendant is engaged in the construction of a line of railroad from Bryan, in Brazos county, to Springer, in Harris county.

The suit is to enjoin the defendant from obstructing the plaintiff's right of way.

THE WORK HAS BEGUN.

On the Construction of the Red River, Texas and Southern.

Sherman, Texas, Sept. 6.—At the general office of the Red River, Texas and Southern railway Mr. J. L. Posey of the engineering department said: "Track laying has begun and gangs will begin to build depots next week. Track crews will lay track every day and bushwhacking will follow. It will take ten days to lay the steel gang with a long roll bulldog. The line will be felled as we go along with the work. The work will employ 600 men and will be in operation by November 1st. The grading has not been finished, but that will not delay the work."

NEARING TIME FOR CHANGES.

When Directors of Southern Pacific Finish Vacations Something Will Happen.

In consequence of recent Wall street rumors about impending changes of an official and financial character in Southern Pacific affairs, one of the leading directors of that company is quoted in recent New York dispatch as saying: "I am not anxious that any immediate change will be made. When all of the directors of the Southern Pacific railroad go together, arrangements will be made to authorizing a new charter, and that will undoubtedly be taken up and acted upon.

This, of course, refers chiefly to the resignation of President Haig.

Tour of Inspection.

Victoria, Texas, September 6.—E. B. Cushing, engineer of maintenance of way:

D. R. Culberson, superintendent of bridges and buildings, and A. McDonald, assistant superintendent, recommended an engineer of the New York Central to inspect the branch of the New York, Pennsylvania and Ohio railroad, and that he make a trial inspection over the line of the line, re-inspecting the original route by special train.

The engineer agreed to do this, and the inspection will be made on the 25th instant.

Tax Case Postponed.

Palestine, Texas, September 6.—The hearing of the International and Great Northern railway tax case, which was called yesterday morning before the board of commissioners, was postponed after the railroad company's counsel had made their appearance.

The hearing was adjourned until the 10th instant.

The case will not be heard until the Fifty-fifth district court resumes business on September 23.

FIXING RATES ON LUMBER.

Commission Adopted and Amendment Gave Notice of Hearings.

Austin, Texas, September 6.—The rail road commission this afternoon issued the following notice of hearings:

It is ordered that notice be given to all persons interested that the railroad commission of Texas will, on Tuesday, September 17, at its office in Austin, take up and consider a petition to amend the rate of 12 cents per 100 pounds on lumber, 4 inches, 1000 feet on the Texas, Sabine Valley and Northwestern railway, located on the Gulf, Colorado and Santa Fe railway, between and south, not including timber, and authorized by this commission August 10, 1901, and to establish in lieu thereof such rates as appear reasonable and just for destruction of property and damage to persons or property of passengers or employees.

It is ordered that notice be given to all persons interested that the railroad commission of Texas will, on Tuesday, September 17, at its office in Austin, take up and consider a petition to amend the rate of 12 cents per 100 pounds on lumber, 4 inches, 1000 feet on the Texas, Sabine Valley and Northwestern railway, located on the Gulf, Colorado and Santa Fe railway, between and south, not including timber, and authorized by this commission August 10, 1901, and to establish in lieu thereof such rates as appear reasonable and just for destruction of property and damage to persons or property of passengers or employees.

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